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25X1X

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1. At Aircraft Plant No 1/18 in Kuybyshev (53°12'N/50°09'E),
25X1X [] observed the production of certain parts in the department called
"fixtures for jet fighters". These parts included small frames,
25X1X [] canvas mats with aluminum struts, and various types of covers. *
[] an aircraft construction
shop source calculated the weekly output to be about 10 fuselages.
The fuselages were presumably jet fighter fuselages with the engine
installed in the interior.
2. The [] distinguished between Plants No 1 and No 18, Plant No 1
producing jet fighters and Plant No 18 producing and repairing
single-engine conventional aircraft. Plant No 1 was managed by
General of the Air Force (?) Livinov, (fnu), his deputy was Lieu-
tenant Colonel Kudish, (fnu), chief of workshop No 20 was Engineer
Sofl, (fnu), a Tartar, and plant engineer was Fedotov, (fnu), born
in Smolensk.
3. Workshop No 20 in the area of Plant No 1 was reportedly an apparatus
25X1X construction shop. In this shop [] the repair of German
machine tools, the production of tractor parts and farming machines,
and the construction of parts for conveyor belts. The latter were
to be used to modernize the 19 conveyor belts in Plant No 1. Work-
shop 20 also constructed structural steel parts for buildings, par-
ticularly hangars. The average size of the hangars was 150x60
meters, and the parts were made according to plans from Moscow.

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CENTRAL INTELLIGENCE AGENCY

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In Workshop 20 [] construction of fixtures for aircraft or rather for wings and fuselages. Source believed that the fixtures were suitable for a type of aircraft with a wing span of less than 10 meters, with a nose wheel and with one turbine engine. Furthermore source concluded that, according to the fixtures, the wing figuration of these craft was similar to the "Kranich"-Type slider.

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4. Source estimated Plant No 1's monthly production to be 90 jet aircraft with conventional tail assembly []

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[] another type of jet aircraft on the factory airfield. This type plane was fitted with an elevator assembly set high. **

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[] Comment. See Annex 1 for source's sketches of these various parts.

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[] Comment. For source's sketches of both types of aircraft see Annex 2. Though production figures reported have varied greatly, the production of MiG-9 aircraft at Plant No 1 has been repeatedly confirmed. The present report gives some helpful information on the amount of production at Plant No 1. Estimates made []

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[] place the monthly production of wooden covers at 100 to 120 and the weekly production of fuselages at 10, but presumably these estimates were based only on the work done during the shift [] worked. Hence, if the plant worked three shifts with equal output, then the weekly output of fuselages would have been vaguely with the estimate made [] that 90 MiG-9 planes were produced per month. []

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Information, the first production of swept-back jet fighters was observed, while serial production of such planes began [] The circular sheet-metal and asbestos disks (Annex 1, sketch e) are considered to be lids for such swept-back jet fighters, assumed to be of type 14. The information in the present report on the management of Plant 1 is considered credible, as a man with the name of Udish (phonetic spelling) was previously reported as being assigned to the plant, and Victor Yakovlevich Litvinov was director of Plant No 1, according to a report published in Krasnaya Zvezda on 18 September 1945. Clarification is still required

as to whether or not Plant No 18 still produces Il-10 ground attack aircraft, or whether this production was given up in favor of the jet fighters. While some other information, including the present report, indicate the production of single-engine aircraft

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[] only jet fighters and no [] This is also an indication that the plant was not converted to the production of four-engine aircraft, though such aircraft had been observed being overhauled at the airfield.

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Attachments: Two

1. Devices produced at the aircraft plants in Kuibyshev.
2. Sketch of the jet planes produced at Aircraft Plant No. 1.

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